

March 6.

Sch. Valentima, 2000 haddock, 500 cod.
 Sch. Mildred V. Nunan, 3000 haddock.
 Sch. Nokomis, 2000 haddock, 700 cod, 2000 cusk.
 Sch. Victor and Ethan, 20,000 haddock, 2800 cod, 1000 hake, 1000 pollock.
 Sch. Gladys and Nellie, 5000 haddock, 1200 cod, 3000 hake, 4000 cusk.
 Sch. Walter P. Goulart, 7000 haddock, 1500 hake.
 Sch. Ethel B. Penney, 4000 haddock, 400 cod, 5000 hake, 3000 cusk.
 Sch. Little Fanny, 2200 cod.
 Sch. N. A. Rowe, 1500 cod.
 Sch. Mary Emerson, 2000 cod.
 Sch. Washakie, 8000 haddock, 2000 cod, 900 pollock.
 Sch. Esperanto, 46,000 haddock, 10,000 cod.
 Sch. Mary F. Curtis, 80,000 haddock, 6000 cod.
 Offshore haddock, \$2.25 to \$2.50 per cwt.; shore haddock, \$4.75 to \$5.25; large cod, \$5 to \$5.50; market cod, \$3 to \$4; hake, \$4 to \$6.75; cusk, 2.50; pollock, \$4 to \$4.50.

Portland Fish Notes.

The only sizable fare of fish landed at Portland Friday was brought in by the schooner Albert D. Willard, she having about 4000 pounds. She came in with her mainboom broken, it having snapped while jibbing off Seguin on Thursday afternoon, the main ball parting and causing the boom to swing against the main rigging with great force. The men were out in their dories at the time this occurred, but Capt. Doughty managed to pick them all up, running the schooner under jib and foresail. The boom was spliced, and will be used for a short time until a new stick can be procured.

Blizzard at Newfoundland.

Newfoundland is in the grip of the worst blizzard that has been known on the island for 30 years. The storm has been in progress for two days and already railroad, steamboat and street car traffic is practically at a standstill. The snowfall is the greatest in recent years. Last night there was no indication of a let-up and it is feared that the sealing fleet, which is due to begin operations on March 13, may be delayed, with serious results to the industry.

March 6.

Halibut Sales.

The fares of halibut of sch. Jubilee and Claudia sold to the New England Fish Company at 13½ cents per pound for white and 11 cents for gray.

Salt Mackerel Imports.

Imports of salt mackerel at Boston of the catch of 1910 are 33,326 barrels to date, against 30,880 barrels to date in 1910 of the catch of 1909.

Fishing Fleet Movements.

Sch. Massachusetts arrived at Yarmouth, N. S., Thursday last and cleared for the banks.

March 7.

CLAMMING IN THE MISSISSIPPI.

Bivalves Assist in the Operation of Getting Them Out of River Bed.

The taking of clams from the Mississippi river is peculiar, says the Des Moines Register and Leader. A long gas pipe is secured and all along this at regular intervals are attached a number of wires. These are dragged along the bottom of the river and as soon as they touch a clam it closes up and holds fast to the wire.

They are brought to the surface and detached and another batch fished for. At present the water is so low that they can be picked from the bottom of the river by the basketfuls. Large numbers of clam hunters make a barrel of money during the season in this way.

The pearl button manufacturers are becoming apprehensive that the great number of shells which have been taken from the river will almost deplete the species, and will do all in their power to secure the passage of legislation during the next session of Congress looking to the curtailment of clam hunting with nothing else in view but pearl hunting.

March 6.

PACIFIC COAST HALIBUT INDUSTRY.

Past Year the Most Successful in the History of the Business.

The Pacific Fisherman, in its "annual" number, just issued, has among other interesting articles one on the summing up of the halibut fishing season on the Pacific coast for the year just closed. The article is an authoritative one and the excerpts from it printed below will be found interesting and instructing. The article says:

The past year has been the most successful in the history of the Pacific Coast halibut industry, both in relation to the amount of fish caught and handled and in the prices received. In all 56,006,376 pounds were landed, 22,500,000 pounds of this being handled through British Columbia ports and the balance through the ports of Puget Sound.

Had the fall and winter season of 1910 held up to the average it is likely that this figure would have been greatly exceeded. As it was, bad weather, poor fishing and a shortage of bait had their effect in reducing the catch and offsetting to a considerable extent the most successful summer fishing season on record.

When the year 1910 was ushered in the fishing vessels were having a fairly good winter, having discovered new banks off North Island, just north of Graham Island. From these banks and other fishing grounds that proved productive, the vessels were able to secure fairly good catches. Later in the spring the fish moved and the boats were forced to look elsewhere. Just about this time the Goose Island banks commenced to prove productive and for many months the yield was prolific. During the summer months fish seemed to be abundant in a score of different places. The boats fished everywhere—at Cape Scott, Sydney Inlet, off Flattery, and up the west shore of Vancouver Island. The Puget Sound steamers did a great part of their fishing at Sydney Inlet, but from all over the fishing grounds record cargoes were brought in and the price dropped down to rock bottom.

Good fishing continued well into the fall until the winter storms set in. Beginning about November 1, however, the weather grew bad, and fishing on the banks was difficult. A shortage of bait added to the difficulty of the fishermen and worst of all, the fish gradually seemed to disappear from the banks. Cargoes gradually fell off, trips became longer and the price of halibut started to soar. The condition continued to grow worse until in January of 1911 a

Record Price of 10½¢ Was Reached in the Seattle and Vancouver markets. While fishing, at the time this journal is going to press, had improved, and the price had dropped somewhat, the situation as yet was far from satisfactory.

In spite of the big catch during the summer months the halibut demand continued good and the shipments were moved out readily. Anticipating the shortage this winter, the wholesale dealers having cold storage fa-

cilities proceeded to freeze large quantities of fish while it was abundant. Larger amounts were frozen and stored than ever before, but in spite of this fact so acute has been the shortage during the winter months that the present outlook indicates a complete cleanup.

The steamer fleet was augmented in April by the addition of the new steel vessel Roman, which was brought around from England by the British Columbia Packers Association of Vancouver. This boat is 145 feet long, 24-foot beam, with steam engines giving 112 h. p. and a speed of 12 knots. She is one of the most modern and best equipped boats in the fleet and in England where she came from was considered one of the best in the halibut fleet.

No other steamers were added during the year, although a new boat, the Independence, a 138-foot, 14-dory steamer, has recently been launched by Crawford & Reid at Tacoma which it is understood, will shortly be entered in the business.

The American Tug Boat Company also converted the Mary D. Hume, one of the largest log towing boats on the sound, into a halibut steamer.

Many Gasoline Schooners Added to the Fleet the Past Year.

The most marked development has been in the gasoline schooner fleet. During the past year most of the old schooners that were not already equipped with gasoline engines have taken on power and over a score of new auxiliary schooners and sloop-rigged power fishing vessels have been built for this industry. In fact, it might be said that the success of these vessels has created what might almost be called a boom in the gasoline halibut boat business.

Most of the new craft built have been of the latest and most approved Gloucester models, large, substantial, seaworthy and heavily powered. Some of the boats range over a hundred feet in length and are capable of good speed. They make the trips in almost as good time as the steamers, owing to the fact that they are able to get around more readily on the banks, and return with almost one-half the cargoes on an operating expense of about one-third. In fact, this type of vessel has been so successful that the big wholesale companies which previous to this year have confined themselves to the operation of steamers, have commenced adding schooners to their fleets.

The first of these was the "Comet," built and operated by the San Juan Fishing & Packing Company, of Seattle. This vessel has been so successful that the company is figuring on building additional boats of the same type. The New England Fish Company is also building a gasoline schooner for use in connection with its Ketchikan plant.

It is also understood that several of the other companies are figuring on boats of this type for operation during the coming year.

March 7.

ROUSING FARES OF POLLOCK.

SCH. MARION TURNER HAS 40,000 AT PORTLAND AND LITTLE FANNIE 22,000 AT BOSTON.

The pollock seining fleet is all excited over the fare landed at T wharf yesterday by sch. Little Fannie, Capt. Charles Nelson. The craft had 22,000 pounds of fine new pollock, which she had seined somewhere off here, and the fact that her catch at T wharf was incorrectly reported as 2200 pounds of cod was soon discovered, and a telephone message soon brought to the skippers here the news of her big catch.

To add to this, word was received this morning that sch. Marion Turner was at Portland yesterday with 40,000 pounds of pollock, the largest catch of the season, and seined off Boon Island.

This will give new courage to the men of the fleet as they have done but little up to date, the continual bad weather having made it almost impossible to do much of any fishing, although quite a lot of fish have been seen.

Pollock are high in price and will continue to be for quite a while as the market for this species of fish is steadily broadening and lots of trips can be handled for quick consumption before recourse to the splitters will be necessary and the price to split is sure to be pretty good also.

March 7.

FISH PLENTIFUL BUT WEATHER BAD.

Crew of Sch. Mooween
Had an Exasperating
Experience.

Capt. Daniel McDonald of sch. Mooween, which arrived here from Quero bank, yesterday afternoon, with a fare of halibut, reports a continuance of the same bad weather which greeted the halibut catchers on that same ground on their January trips.

The Mooween has been gone a month and in all that time Capt. McDonald and his crew have been able to make just three sets of the trawls, and even these were short sets and made at great risks.

Several heavy blows were encountered, but generally it was blowy and rough enough to prevent fishing.

What made the situation all the more exasperating was the fact that every

time they did get a set, the finest kind of fishing was found, showing the fish were plentiful. This same was true on the January trips of the halibut fleet, so the weather is responsible for a great deal thus far this season, for it has prevented the halibut catchers from getting the big starts they did early last season.

The Mooween had a driving passage home. Yesterday forenoon the snow storm was encountered off shore, but Capt. McDonald kept the craft coming under four lowers, feeling confident of his position. In the afternoon he got a 17 fathom sounding and judged himself on Middle bank, which proved to be correct, as he soon deepened the water and later got hold of the whistle and came in all right.

March 7.

EFFECT OF TREASURY DECISION.

Competition Between Yankee Skippers and Newfoundland Men.

Concerning the recent decision of the treasury department, defining an American fishery, the St. John's, N. F., Trade Review says:

"But divested of the cumbering ambiguity of legal phraseology, it means this, if it means anything: That Yankee skippers in Yankee vessels may come to Newfoundland and hire men to catch fish for them, and the fish so caught can enter into the United States free of duty; but if the Yankee skipper buys his fish from a dealer, as distinct from a fisherman, the goods will have to pay duty on entering the United States. The distinction is almost too subtle for the ordinary lay mind to appreciate; but somehow it looks like the same old rose under another name, but with the same old perfume.

"However, there is a new feature of the situation that might be developed under the new regulation. Newfoundland dealers and schooner owners may decide to compete with the Yankee schooner owners for the catch as it comes from the fishermen, and, if they get a decent slice of this trade, the Yankee schooner owners will have to buy from the dealers, or go without full cargoes.

"If the buy from Newfoundland dealers or schooner owners, the fish thus bought becomes automatically and legally dutiable, and, thus, Newfoundland dealers may compete squarely, so far as that part of the voyage is concerned. Keeping this phase of the question in view, the whole matter of fish trade between this country and the United States comes down to a matter of competition between Newfoundland business men and Yankee skippers.

If we can pay enough to corner the voyage the market is ours, and we can afford to smile at the duty when there is no preferential competitor side by side with us in the market."

March 7.

Good Stock of Sch. Lucania.

Sch. Lucania, Capt. Wallace Bruce, stocked \$2100 on her haddock trip at Boston yesterday, the crew sharing \$50 clear. Capt. Bruce will now take a week ashore and then fit out sch. Arabia for haddocking, while Capt. Martin L. Welch, who has been ashore since Christmas, will resume command of the Lucania.

FISH RECEIPTS IN VARIETY.

HALIBUT, HERRING AND HAD-
DOCK AND POLLOCK INCLUD-
ED IN TODAY'S FARES.

Two halibuters, two off-shore haddockers, one Newfoundlander, four market boats, one Georges handliner and a half a dozen shore netters, all with paying trips, is the contribution of the sea at this port since last report.

The fresh halibuters Yakima and Mooween each have about 20,000 pounds and at the present prices will make good stocks. The latter craft sold her fare here and took it to Boston to discharge there, as the New England Fish Company which secured the trip, also had the catch of sch. Yakima and is taking that out here.

Yesterday afternoon the shore netters Quoddy, Nomad, Mindora, Weazel, Prince Olaf and Eagle came in with catches ranging from 1500 to 9000 pounds, the Quoddy having the large amount. The fares are about all pollock and as the market on these fish is way up, they will make good money. For over a week now these crafts have been striking good catches and doing well, but previous to that they had had a pretty hard season.

The market boats A. C. Newhall, Edith Silveira, Matthew S. Greer and Flora J. Sears also landed fares here today ranging from 2500 to 4000 pounds, the fish bringing the top of the market. Just about 9 o'clock the off-shore haddockers Ingomar and Valerie made in here, the former with 60,000 and the latter 55,000 pounds of fresh fish, mostly haddock, and sold to the Gloucester Fresh Fish Company.

Sch. Carrie C., one of the Georges two-hooking fleet, came in during the forenoon with 21,000 pounds of salt cod and 4500 pounds of halibut and as she has come through the recent freezes without losing a rope yarn there will be a good dollar in her catch.

From Belleoram, Fortune Bay, N. F., the British sch. Coronation, under charter to Gorton-Pew Fisheries Company, the loading of which craft was superintended by Capt. William J. Corkum of this port, arrived here with 350 barrels of frozen herring and 262,000 pounds of salt cod.

Most of the market boats are out, as well as the pollock seiners, and they will probably get a fish day out of it.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mooween, Quero Bank, 20,000 lbs. halibut, 3000 lbs. salt cod.

Sch. Yakima, Quero Bank, 20,000 lbs. halibut.

Sch. Ingomar, Georges, 60,000 lbs. fresh fish.

Sch. Valerie, Georges, 50,000 lbs. fresh fish.

Sch. A. C. Newhall, shore, 4000 lbs. fresh fish.

Sch. Edith Silveira, shore, 4000 lbs. fresh fish.

Sch. Matthew S. Greer, shore, 2500 lbs. fresh fish.

Sch. Mary Edith, shore.

Sch. Hockomock, shore.

Sch. Carrie C., Georges handlining, 21,000 lbs. salt cod, 4500 lbs. halibut.

Sch. Mary F. Curtis, via Boston.

Sch. Ida S. Brooks, shore.

Sch. Jeanette, shore.

Sch. Rose Standish, shore.

Sch. Flora J. Sears, shore, 4000 lbs. fresh fish.

Steamer Quoddy, shore, 9000 lbs. fresh fish.

Steamer Nomad, shore, 2100 lbs. fresh fish.

Steamer Prince Olaf, shore, 3500 lbs. fresh fish.

Steamer Mindora, shore, 4000 lbs. fresh fish.

Steamer Eagle, shore, 1500 lbs. fresh fish.

Steamer Weazel, shore, 1500 lbs. fresh fish.

Br. sch. Coronation, Fortune Bay, N. F., 262,000 lbs. salt cod, 350 bbls. frozen herring.

Sch. Esperanto, via Boston.

Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.

Bank halibut 13½¢ per lb., for white and 11¢ for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish: Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80¢.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50¢.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

March 7.

PLEASED WITH GOOD PRICES.

FISHERMEN AT T WHARF REAP-
ING GOOD HARVEST THIS
WEEK.

Prices which cannot fail to please the fishermen producers at least continue to prevail at T wharf, and this morning some 14 crafts were there when the bell rang, with fares to take advantage of the same.

Beside these crafts two of the off-shore vessels also arrived yesterday afternoon, schs. Francis J. O'Hara, Jr., and Benjamin F. Phillips, and they too will come in on the high price line.

Of the morning arrivals the only off-shore is the steam trawler Ripple, all the rest being market boats with catches ranging from 3000 to 18,000 pounds. Schs. Elizabeth W. Nunan, Harriett, Rebecca and Buema all have over 14,000 pounds and will come pretty handy to making their best trips of the season.

Off-shore haddock sold at from \$2.25 to \$3 while shores went quickly at from \$4.75 to \$5.10. Large cod sold at \$5.80 and \$6.10, while hake brought from \$3 to \$8 according to size. Pollock held up to \$4.50 and \$5, while cusk sold for \$3.

Just before 11 o'clock, sch. Lillian with 60,000 and Terra Nova with 75,000 pounds of fresh fish, came in and tied up to the fish pier. They will sell today.

Boston Arrivals.

The fares and prices in detail are:

Sch. Leo, 2500 haddock, 500 cod.

Sch. M. Madeleine, 8000 cod.

Sch. Annie and Jennie, 3000 haddock.

Steamer Ripple, 57,000 haddock, 7000 cod, 2000 pollock.

Sch. Elizabeth W. Nunan, 2000 haddock, 500 cod, 9000 hake, 6000 cusk.

Sch. Rita A. Viator, 2000 haddock, 500 cod.

Sch. Esther Gray, 800 haddock, 12,000 cod, 2500 hake.

Sch. Stranger, 8500 haddock, 800 cod.

Sch. Sadie M. Nunan, 5000 haddock, 1000 cod.

Sch. Harriet, 15,000 haddock, 1000 cod.

Sch. Olive F. Hutelins, 5500 haddock, 200 cod, 2000 hake, 1000 cusk.

Sch. Pontiac, 7000 haddock, 2000 cod.

Sch. Rebecca, 5500 haddock, 1600 cod, 3000 hake, 4000 cusk.

Sch. Buema, 3000 haddock, 1000 cod, 5500 hake, 6000 cusk.

Sch. Benjamin F. Phillips, 65,000 haddock, 10,000 cod.

Sch. Francis J. O'Hara, Jr., 55,000 haddock, 20,000 cod.

Sch. Terra Nova, 60,000 haddock, 15,000 cod.

Sch. Lillian, 50,000 haddock, 10,000 cod.

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Will Land Pollock Fares Here.

Capt. Frank Hunt, the veteran Newburyport fisherman, is getting his sloop Yankee in readiness for pollock seining and will make headquarters at this port and land his fares here.

March 7.

March 7.

March 7.

March 8.

New Vessel for Dr. Grenfell.

The contract for the new vessel for the use of Dr. Wilfred T. Grenfell in connection with the work of the Labrador mission to deep sea fishermen has been recently placed by Bowes & Mower, naval architects, of Philadelphia, with A. C. Brown & Sons of Totenville, Staten Island, N. Y. The vessel will be named the George B. Cluett, as she is a gift to the mission by Mr. Cluett, who is a life member of the Grenfell association of America.

In a recently published letter Dr. Grenfell expressed the need of a new schooner to assist in carrying on the work of the mission, and a ready response was received from Mr. Cluett, who offered to give a vessel which should in every detail meet Dr. Grenfell's requirements. Plans were drawn for a three-masted auxiliary working schooner, 135 feet over all, 115 feet on waterline, 26 feet beam and 12 feet deep in the hold.

She will be fitted with a 75-horsepower kerosene oil engine which will drive her six knots and will also have a donkey engine for hoisting sails. She will be launched early in June and ready for sea in July. She will be built exceptionally strong in order to combat the ice floes and uncharted reefs she may strike.

Minnesota's Champion Fisherman.

The St. Paul Pioneer Press says that: Minnesota's champion fisherman, Aaron Margolis, who lives at 102 Robertson street, St. Paul, made his record-breaking haul last week by landing in one cast at Tetonka Lake, Minn., nearly 500,000 pounds of fish.

Sixteen men and a span of big horses assisted Mr. Margolis in this feat. It required exactly one and a half days for the combined force to haul in the single seine. When the fish were weighed Mr. Margolis found he had 445,000 pounds, equal to 227 tons. The largest of these was a buffalo fish weighing 54 pounds and presumed by him to be 75 years old.

If the commission men in New York, Baltimore, Philadelphia and Chicago, to whom the fish were billed, receive for him a fair price, say five cents a pound, then Mr. Margolis will realize in gross receipts on this one haul something like \$22,250. He declared yesterday he expected to earn net as much as \$40,000 before the winter is over.

Increased Capital Stock.

Announcement has been made by the Menhaden Fisheries Company, of Philadelphia, Pa., of an increase in its capital stock from \$500,000 to \$1,000,000 the par value being \$100,000. The new issue is offered for public subscription at \$150 per share. On \$500,000 capital the company paid dividends of 20 per cent. in 1908, 40 per cent. in 1909 and 10 per cent. in 1910, the reduction in dividends in 1910 being made necessary by the burning of a portion of Lewis plant. With money derived from the new stock issue, the Menhaden Fisheries Company will purchase and equip a large steamer which will operate as a floating factory and will enable them to fish the year round, instead of five months as is now necessary with land plants.

Pensacola Arrivals.

There has been some good fishing from Pensacola during the past week, and skippers seem well satisfied with the catches they have been bringing in. There were five vessels with a total of 103,000 pounds of red snappers and 18,000 pounds of groupers. The biggest catch of red snappers was made by the smack Dorothy, which had 29,000 pounds, and in addition 6000 pounds of groupers.

The smack Alcoma, of the Warren Fish Company, had 26,000 pounds of red snappers and no groupers. The Chicopee, of the Warren company, had 13,000 pounds of red snappers and 2000 pounds of groupers. The smack Henrietta G. Martin had 18,000 pounds of red snappers and 4000 pounds of groupers, and the smack Ruth A. Welles, 17,000 pounds of red snappers and 6000 pounds of groupers.

Galveston Arrivals.

Galveston, Texas, had five arrivals of fishing vessels on Washington's birthday. The combined catch was 80,000 pounds of red snappers.

The vessels arriving there were the Cuba, Capt. Ike, with 6000 pounds; Avalon, Capt. Frank, with 5000 pounds; Big Fortuna, Capt. Salvador, 19,000 pounds; Lizzie B. Adams, Capt. Francis, 12,000 pounds; Aloa, Capt. Rouden, 17,000 pounds. Capt. Salvador of the Fortuna reports good fishing on the Campeche Banks.

Good Prices for Halibut.

The fare of halibut of sch. Yakima sold to the New England Fish Company at 13 1-2 cents per pound for white and 11 cents for gray and the fare of sch. Mooween sold to the same concern at the same figures. Sch. Yakima will take out here, while sch. Mooween will go to Boston to take out there.

Incidentally, the price is a good one and tends to show that the skippers know pretty near what they are about when they continue to come here with their trips. As it looks now, there will be more of them coming here before there are less.

Opened Fresh Fish Business.

Capt. William B. McDonald, the well known bait and oil dealer, has gone into the fresh fish business and has opened a plant at Fort wharf, in the easterly half of the long building in which Anthony Cooney has his fresh fish business. Capt. McDonald is associated with Frank Neal of T wharf, Boston.

There are now four fresh fish concerns at the Fort in full operation, the Gloucester Fresh Fish Company, Lufkin & Tarr, Anthony Cooney and Capt. McDonald.

Halibut at Portland.

Sch. Harvard is at Portland this forenoon with 4000 pounds of halibut, 4000 pounds of fresh cod and 16,000 pounds of salt cod. The halibut sold at 13 1-2 cents per pound for white and 11 1-2 cents for gray.

March 8.

Rapid Development of Pacific Fishing Fleet.

Marine development has been more active in the various branches of the Pacific coast fisheries during the past season than during any other year in the history of the industry. Cannermen, salmon fishermen, halibut men and those engaged in all the allied industries have come to a realization of the advantages of swift, substantial, able vessels and millions of dollars have been expended during the past 12 months in improving this equipment.

"Millions of dollars" may sound like considerable money, but if we stop to figure, we will find that this is not hyperbole after all. During the past year more than a thousand small gill-net, purse-seine and general fishing boats have been added. These will average in cost over a thousand dollars each, and here alone we have one of the millions. Over a score of big halibut schooners have been added to the Puget Sound fleet and here we have several hundred thousand more. Over forty cannery tenders have been constructed at a cost that will run over half a million. Six new salmon carrying vessels were purchased for last year's fleet and five more will be added to the fleet for the coming season. A number of these are large, steel sailing ships. That makes at least half a million more. Then to this must be added oyster boats, crab boats, and half a dozen other types used in the fishing industry of which no note has been made. From this it may be readily determined that the sum expended runs readily into seven figures.—Pacific Fisherman.

Maine Herring Legislation.

The very latest proposition in regard to the Maine herring situation, which is now agitating the legislature of that state, is one that there shall be absolute prohibition of all herring catching of any kind, either by nets, or weirs for the period of 10 years. It is claimed both by the fishermen and the packers that the fish are growing scarcer each year, and they claim it is only a question of a year or two when they will all be gone.

Senator Mayo said the other day when the Heffron commission bill was suggested to him that if they wanted two years more with things going as they are now, there would be no herring to investigate. It is hardly to be supposed that any of the varied interests now fighting this proposition would take seriously the suggestion to prohibit the catching of herring, but some of the conservationists claim that unless this is done there will be no herring to conserve.

The herring problem is one of the most serious the Maine legislature has to wrestle with this year and no matter which way it is solved there will be a great deal of soreness and much trouble for the fellows who are decided against won't like it a bit, no matter which side they are on.

POLLOCK SEINERS
FOUND ROUGH SEA

FOUND WIND TOO STRONG TO
ALLOW THEM TO SET THEIR
SEINES.

There have been no arrivals from sea over night with fish at this port. Yesterday afternoon sch. Mary A. Gleason, from a Georges handline trip, had a good fare, 30,000 pounds of salt cod, 4500 pounds of halibut and 2000 pounds of halibut and 2000 pounds of fresh cod.

This morning the market boats all went out, as did the pollock seiners; but after daybreak a number of the latter came stringing back, their skippers reporting that it was too rough to set their seines.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mary A. Gleason, Georges, handlining, 20,000 lbs. salt cod, 2000 lbs. fresh cod, 4500 lbs. halibut.
Sch. Mary F. Curtis, via Boston.
Sch. Esperanto, via Boston.
Sch. Mooween, via Boston.
Steamer Quoddy, shore, 5500 lbs. fresh fish.
Steamer Prince Olaf, shore, 1000 lbs. fresh fish.
Steamer Weazel, shore, 700 lbs. fresh fish.
Steamer Nomad, shore, 1000 lbs. fresh fish.

Vessels Sailed.

Sch. Ida S. Brooks, haddocking.
Sch. Mary Edith, haddocking.
Sch. Emily Cooney, haddocking.
Sch. Jeanette, haddocking.
Sch. Mary B. Greer, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. A. C. Newhall, Boston.
Sch. Regina, Boston.
And the pollock seining fleet.

Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.

Georges handliner halibut, 13 1-2 cents per lb. for white, 11 cts. for medium gray and 9 cents for large gray.

Bank halibut 13 1/2 c per lb., for white and 11c for gray, with the heads off.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.20 per cwt.

Halibut Sales.

Bank halibut fares here yesterday sold at 13 1-2 cents per pound for white and 11 cents for gray, two trips of 20,000 pounds each, bringing those figures. Today a bank halibut trip at Portland is selling at 12 1-4 cents per pound for white and 10 1-4 cents for gray.

As we have before remarked, "Gloucester isn't the worst place in the world to sell halibut."

The fares of halibut of the Georges handliners Carrie C. and Mary A. Gleason, about 4000 pounds in each lot, sold to the New England Fish Company at 13 1-2 cents per pound for white, 11 cents for medium gray and 9 cents for large gray.

Wrecking Company Will Try to Float Sch. Mattakesett.

The Scott Wrecking Company will undertake to float the fishing schooner Mattakesett, which stranded on Peaked Hill bars, Cape Cod, early Sunday morning. Cat. Parsons, the skipper of the fishing vessel, is expected to come to Boston today to confer with wreckmaster Lewis.

The schooner remained in practically the same position yesterday. A moderate gale from northeast with a choppy sea prevailed all day, but the vessel held together and it is believed, if assistance is sent at once, she can be saved.

Halibut at Portland.

Sch. Elk, Capt. Charles Colson, is at Portland today with a fine trip, 28,000 pounds of halibut, the fare selling at 12 1-4 cents per pound for white and 10 1-4 cents for gray.

Fishing Fleet Movements.

Sch. Premier was at Yarmouth, N. S., Saturday and cleared for the fishing grounds.